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built during the German occupation, provides current not only for all three of the Cegielski plants but also for that part of the city near the main plants.

- The foundry's railway spur branches from the main Posen-Warsaw line in Posen's East Station. One spur runs into the middle of the foundry building, and another runs into the turnery. The loading in both buildings is done by means of electric cranes. There are other spurs to the more important warehouses and to the loading places for materials: the coke dump, the raw iron dump, the lime dump, etc. By means of a turntable, the railway line also serves the part of the yards jutting out to the west.
- Production: The foundry produces most of the parts for the locomotives and passenger railroad cars manufactured by the Cegielski firm. Carriages for railroad cars, wasel-sets for locomotives and tenders, bearing bushings (Lagerschalen), and other parts not produced by the Cegielski foundry are obtained from a foundry in Breslau. The bearing bushings sit in axle cases, which in turn rest on axles. In the cylinder casting the percentage of scrap is seldom under eighty percent. The bad pieces are remelted.
- 7. All Cagielski products bear the inscription "H.C.P.". The three Cagielski plants together produce seven locomotives and twelve to sixteen railroad cars a month. The cars produced are Pullman cars with four axles, third class coaches, and second and third class sleeping cars.

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- the locomotives produced as standard German locomotives of Type 42 and 45, with some changes: express train locomotives with larger wheel-sets; freight train locomotives with smaller wheel-sets; and Galding locomotives made from the parts captured from the Galding Factory (near Königsberg?). The latter series comprises only 32 or 36 pieces. Its production has been stopped since the supply of parts has been axhausted. The locomotives and cars are taken over by the Polish state railway. The firm also delivers to Warsaw axle cases for freight cars. Every four or five days; five hundred of these are ready for delivery.
- 9. The Cagielski firm delivers axle cases for Russian railroad cars. These axle cases are larger and more stable than the ones for Polish cars.
- 10. Personnel: The foundry was directed by one Dickmann. 9 Polish civilian, who is reported to have gone to Katowice in the summer of 1948. The name of his successor is unknown to source. Source estimates that of the 10,000 or more workers reportedly employed by the Cegielski firm, approximately 1200 are employed in the foundry. A majority of the foundry's employees are male.
- Originally 800 German PWs worked in the foundry, and of these around 700 were employed as technical workers for processing the metal. In the beginning almost all the plant's technical workers were PWs, but gradually the PWs have been replaced by Polish apprentices and technical workers (Facharbeiter), whom source describes as of doubtful quality. In the last half of 1948 only a few German PWs worked on actual production. To the best of source's knowledge, no drafted German engineers were employed in the plant, and no German engineers, who were FWs, were used in the plant's planning work.

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Work in the foundry is done in three shifts, work in the turnery in two shifts. The shifts in the other departments fluctuated according to current demands.				
for description of Plants II and III.				
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